GRUMMAN plane news

Vol. 38, No. 2, January 26, 1979, Bethpage, N.Y. 11714

Sign multi-million dollar Boeing pact

Thank all volunteer instructors

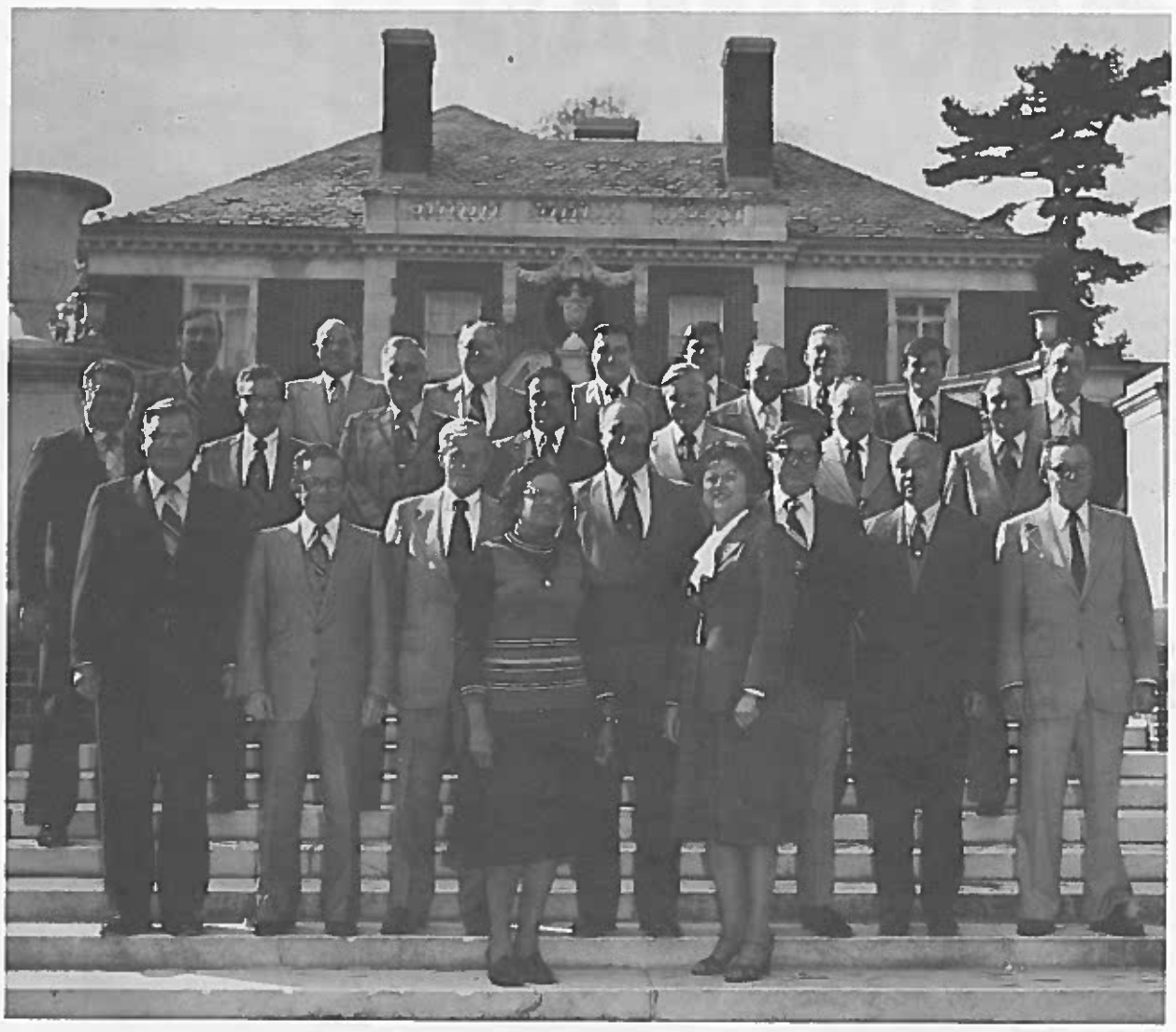
Bob Watkins, executive assistant to Grumman Aerospace Chairman and President, and director of Field Operations, recently addressed a breakfast meeting sponsored by the Career Education and Development Department.

The session was held on January 4 to thank Grumman Aerospace officials and managers who serve as instructors in various Career Education and Development management training courses.

Watkins, who recently completed Massachusetts Institute of Technology's Program for Senior Executives, shared some of his experiences in the program which he considered "excellent."

He told attendees that Grumman's various management training efforts are increasingly important, both to Grummanites and to the company. "Such programs produce many new concepts and capabilities which are mandatory in preparing Grumman Aerospace for the future," said Watkins. "The marketplace is growing both nationally and internationally. Our management personnel must be prepared for the highly competitive hardware opportunities that are, and will be, taking place."

Guest speaker. *Bob Watkins, director of Field Operations, addresses attendees at a special breakfast held in their honor by the Career Education and Development Department.*



Congrats, grads. *Members of the seventh class to graduate from Grumman's Senior Management Development Program gather for a graduation photo. Those who attended the 13-week course at the de Seversky Conference Center on the campus of the New York Institute of Technology, Old Westbury are: Frank Rini, Hal Moss, Jim Peters, Ada Colter, Gus Lanzo, Norma Aschner, Vince Ciampa, Bob Hong, Rick Baker, John Marshall, Ed Offenhartz, Chris Witt, Frank Rizzo, Bob Nyberg, Bill Everett, Ed McNally, Don Martinolick, Harry Fuhrmann, Al Seward, Bill Rizzardi, Tom Cannon, Mike Leogrande, Ray Huntington, Richard Friedel, and Ron Pond. (Photo by Marie Trimborn)*

Better to give

Grummanites at Great River Operations gave over $1,000 at Christmas to the Little Flower Children's Services Home at Wading River. Sponsored by the supervisors club at Great River, the drive marks the second year the club has organized the fund-raising effort.

"We're delighted to help Little Flower," said Rocco J. Famiglietti, chairman of the Grumman drive. "We've visited the home and seen what a great job it does for the youngsters. But what with costs going out of sight, Little Flower has been having tough financial sledding." Assisting Famiglietti were committeemen Mike Maggiori, Pat Francis, Robert Mugno, Frank Onza and Marty Koop.

Under the leadership of Rev. John T. Fagan, the home cares for children -- regardless of race or creed -- who have been separated from their families because of broken marriages, death, child-abuse and other causes. Little Flower is the second largest child-caring agency in New York State, sheltering 1,500 youngsters in its several programs throughout Long Island and New York City.

How to encourage ideas

Over the last 12 years, Grummanites have submitted almost 34,000 ideas to the Project Sterling suggestion office.

While many thousands received gift and award certificates for these ideas, 5,500 people received over $1-million in U.S. Savings Bonds. The estimated saving to the company from their suggestions totals over $97-million.

"Cutting down waste, eliminating errors, saving time and money -- all these are ways that people find to do their jobs better," says Richard Friedel, director of Motivational Programs. "That's why Project Sterling works. And beyond the personal satisfaction gained from this, Grummanites are financially rewarded as well."

Supervisors play a key role in a suggestion program and the enthusiastic support has helped make Project Sterling a success. The Motivational Programs office offers these suggestions to supervisors with the hope there will be an even greater participation in the program during 1979.

Be receptive to an individual's suggestion. You will get more and better suggestions if you offer encouragement and show your sincere interest by promptly recognizing deserving suggesters.

Be appreciative of all ideas. Although ideas concern minor improvements, even a small improvement is a step in the right direction. Suggesters who are recognized for small improvements often follow up with bigger ones later on.

Help people prepare suggestions. Some Grummanites may have great ideas but not the ability to put it in writing. Offer help if it's needed.

Be specific when explaining why a suggestion will not be adopted. A person is entitled to an explanation of why an idea will not be used. this may require extra effort on your part, but you'll also gain the confidence of your fellow workers.

If the suggestion is not practical, look for a related area of application.

Encouraging suggestions will build enthusiasm and processing them promptly shows you mean it.

Don't take the suggestion program for granted. Promote the program regularly and encourage people to participate in its benefits.

Ad supplement note

Due to a significant number of requests from our readership, the PLANE NEWS Ad Supplement will now contain ads submitted by Grumman employees wishing to sell litters of puppies, kittens, or rabbits. Single pups, cats, or hamsters will continue to appear under the For Sale heading. Please direct any questions to Kris Lane, Ext. 8999.

Win major subcontract for Boeing 767

On Friday, January 19, Grumman Aerospace Corporation signed a contract with Boeing Commercial Airplane Company to produce the new 767 airliner's center-wing section, a major subsection which joins the wings and fuselage. The multi-million-dollar agreement is Grumman's biggest subcontract since the mid-1960's.

The contract covers provisions for structures for 300 of the new generation twin-jets with deliveries beginning in the fourth quarter of 1980.

"This is a continuation of the rewarding relationship between Grumman and Boeing which began with our work on the 727 wing skins," said Grumman Aerospace Chairman and President George Skurla.

Sales encouraging

The 767, Boeing's first economy plane, has attracted much attention -- and a lot of business -- in recent months. In June of last year, United Airlines placed the largest single order ever for American civil aircraft: $1.3-billion for 30 planes. Since then, American and Delta have placed firm orders for 50 more, and all three airlines hold options for additional 767's.

The medium-wide-body, twin-jet-engine 767 carries approximately 200 passengers, and has been dubbed the jet equivalent of the compace car. It was primarily designed as a replacement for aging planes that airlines will phase out in the near future...planes that will be too noisy by 1985 regulations, or that burn up too much fuel. The 767 will be used on trips of about 2,000 - 3,000 miles, and its long, slender fuselage and rather thick but lightweight wing will help to keep its fuel consumption down.

Boeing's business analysts expect the 767 to become the workhorse of U.S. aircraft. The airlines are experiencing a growth in air traffic and, consequently, the need to add to their fleets. But even in the event of a recession; Boeing officials point out, there will be a need for a new generation of economy aircraft.

According to Tom Main, Grumman's program director for Boeing Programs, work on the 767 will be divided among the company's facilities at Bethpage, Glen Arm, Maryland; Milledgeville, Georgia; and Stuart, Florida.

Grumman's first contract with Boeing for work on the 727 was signed in September, 1977. The agreement, which was for machining the upper wing skins, led to follow-ons and to another pact to produce the lower skins. To date, Grumman has machined 260 wing skins at the Glen Arm, Maryland, facility.

"We are pleased to be a part of the growing commercial air transport market, and we are continuing to discuss possible work on another new plane -- the 757 -- with Boeing," Skurla said. The 757 is a narrow-body jet which uses body sections and the cockpit of the 727, and carries about 170 passengers. In August, Boeing took in orders totalling $1.3-billion for the 757; Eastern Airlines ordered 21 planes, and British Airways ordered 19.

Long-time association. *In commemoration of the delivery of its 25,000th engine to Grumman Aerospace, Pratt and Whitney Aircraft presented Grumman a special plaque which listed the scores of Grumman aircraft equipped with PWA power-plants. Present at the milestone ceremony were (L to R) Grumman Corporation President Joe Gavin; Edmund Marshall, president-Government Products division of PWA Group; Grumman Aerospace Chairman and President George Skurla; Bruce Torell; PWA Group president; Harry Gray, chairman and president of United Technologies Corporation; and William Gwinn, former chairman of United.*

obituaries

LUIS GONZALES of Base Mgt., Plant 88, died January 7 at the age of 33. He had been with the company since 1970 and resided at 1750 Narrows Ct., Oxnard, California.

WILLIAM I. RAYNOR JR. of Tanks and Ducts, Plant 2, died December 25 at the age of 54. He had worked for Grumman since 1948 and resided at 2 Scott Pl., Baldwin.

JOSEPH M. VAN ASCO of Elect. Sub-Assy., Plant 77, died January 3 at the age of 60. He had been with the company since 1975 and resided at 1787 Adair Rd., Pt. St. Lucie, Florida.

Personals

On behalf of my family and myself, I wish to express my sincere appreciation for the kindness and sympathy expressed by Employee Services, Field Services and co-workers during the recent loss of my father. Lynn Bailey

We wish to extend our gratitude to our friends, co-workers and Employee Services for their expression of kindness and sympathy during the recent loss of our mother. Kenneth, Carl and Muriel Cooke

My family and I wish to acknowledge with great appreciation the thoughtfulness of our friends during our recent loss. Ann English

GRUMMAN
plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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1979 outlook for aerospace industry

It was a "very good year" for America's aerospace industry in 1978, said Karl G. Harr, Jr., president of the Aerospace Industries Association, in a recent speech to the Aviation/Space Writers Association in Washington. And Mr. Harr expects 1979 to be equally good, with "another strong sales performance on the part of the aerospace industry."

Figures compiled by the Aerospace Industries Association show that sales reached $37 billion, up almost $5 billion over 1977, and profits after taxes, computed as a percentage of sales, were 4.7 percent, up from previous years, but still below the average 5.3 percent gained by American manufacturing industries as a whole.

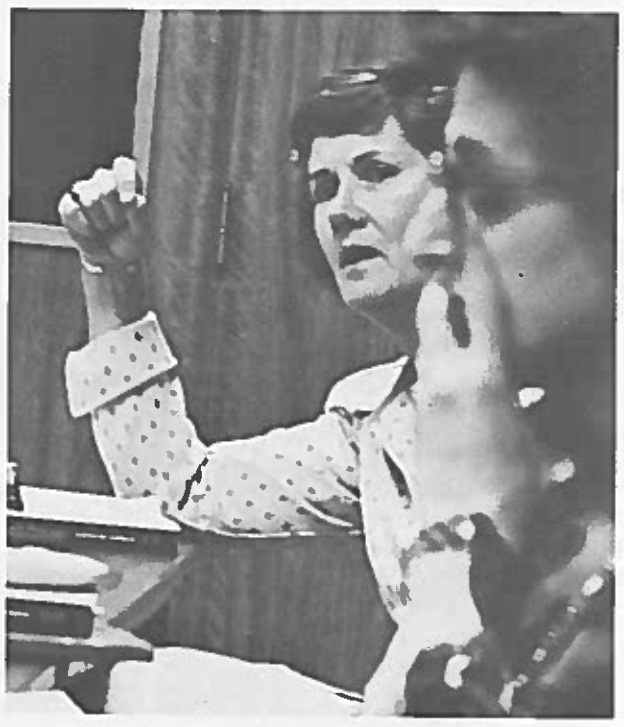
Aerospace exports in 1978 amounted to $9.3 billion, up almost $2 billion over 1977. The industry recorded an international trade surplus of nearly $8.4 billion, said Mr. Harr, and led all U.S. manufacturing industries in its contribution to the nation's trade balance.

Mr. Harr cautioned that the favorable 1978 figures did not really indicate that this was the industry's greatest year. Taking into account the continuing high inflation rate since 1968, "the industry's real peak year," and using constant or inflation-adjusted dollars, Mr. Harr found that the aerospace industry's sales for 1979 were almost $9 billion below those of 1968.

Looking forward to 1979, the Aerospace Industries Association President estimates that sales will reach a figure of almost $43 billion, an increase of some $5.6 billion over 1978. Employment in the industry should "climb over the one million level in 1979, for the first time since 1970." The outlook for the aerospace industry, said Mr. Harr, "is brighter than at any time during this decade."

Management development program

One way to build a cadre of women in mgmt.



For 11 weeks, a score of Grumman women spent Monday mornings discussing the ideas of Frank and Lillian Gilbreth, Henri Fayol, Henry Gantt, and others. They were participants in the company's first Management Development Program for Women -- a pilot program conducted by Adelphi University's division of Programs in Management for Women.

Why a course just for women? "The company recognizes that there is a problem," says John O'Brien, Senior Vice President - Administration and Resources. "Like other male-dominated aerospace firms, Grumman has underutilized its workforce of women. But corporate behaviour has been only one of the many forces that prevent women from entering the management world."

Society has emphasized independence, work and career orientation for males, dependency and subordination for women, according to recent studies and surveys. "Thus, many women who have years of experience in supporting roles at Grumman are reluctant to apply for risk-taking jobs, such as management," says O'Brien.

Though several women have made the move into the traditional male domain of management in recent years, the company believes it must encourage its present workforce of women to consider a career in management. A management development program such as the one offered last fall is one way the company can begin building a cadre of women middle managers for even further upward mobility.

Last summer, with the "go-ahead" from Executive Vice President Ralph "Doc" Tripp, Grumman's Career Education and Development Department enlisted the aid of Adelphi's Madeleine Gardner and Sandra Liebman, director and associate director, respectively, of Adelphi's Women's Management Programs.

The 11-week program began in September. Emphasis was placed on women in management, the challenges, opportunities and problems they encounter, and improving professional skills. The class was comprised of 21 Grummanites from all segments of the corporation. Some had years of management experience, and others were women whom their department supervisors thought had management potential.

Program grads

Those attending the Management Development Program were: Stephanie Albinski, administrator-Space Program Management; Narda Altmayer, Software Development specialist; Doris Anderson, supervisor-Inventory Planning and Analysis; Barbara Arp, section head of ILS Secretarial Services; Marylin Bierbaum, program manager, Product Development Operational Center; Joan Conners, foreman of Dept. 2053, Plant 43; Jan Eisenhower, manager of A-6 Retrofit Kits and TC-4C; Elfriede Gaias, group head of Flight Test Secretarial Services; Myrtice Holland, assistant forewoman of Great River F-14/E-2C Flight Dept.; Joelyn Iannone, manager of Personnel Development; Fran Lyons, section head of Engineering Secretarial Services; Roseanne Maglione, section head of Business Development Secretarial Services; Fran Mills, Audio Visual Course Development specialist/career Education/Development; senior subcontract administrator; Judy Ruivo, accountant; Fran Smith, assistant to general manager of Calverton Ops.; Yvonne Strickland, administrator/Calverton Engineering; Flo Varga, administrator of Career Education and Development; Kathy Housley, editor, PLANE NEWS; Muriel Currie, manager of Equal Employment Compliance Programs.

Since this course was a pilot program, the students' evaluations are most important in planning future courses of this type, says Joyce Sparling, program coordinator.

Judging from the early returns, there seems to be a general consensus that a common bond was formed between the participants. Some evaluators wrote: they received a "better understanding of management," and cited that "the exchange of ideas between the women was both refreshing and enlightening."

Common external and internal problems of being a women manager were discussed openly. Most wrote that they would "prefer to have more Grumman executives address the class." Another suggested that "more potential managers should be offered the opportunity to attend a course such as this."

The final evaluation has not been made, but the initial verdict is to fund a similar course in the fall of this year, says O'Brien.

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in January are:

Lewis Messina (6), John Corcoran (44), Dorothea Orsino (111), Charles Oerter (3), Donald Pirone (30), John Havelka (30), Robert Melrose (77), Robert Thomas (5), William Schlosser (89), Edward Murray (12), John Phelps (2), Earl Schroeder (1), John Shade (2), Emanuel Vassalo (2), William Bordiuk (3), Emil Calabria (3), Rose Heiter (2), Joseph Hatcher (2), Frank Perry (6), and Alvin Schaefer (6).

Joseph Becker Jr., (3), Daniel Case (88), Patrick Dugan (88), Frank Portoghese (36), John Scaglione (14), Reginald Berkeley (1), Nicholas Dono (6), Mario Errante (25), George Kuck (7), Richard McLaughlin (7), Sarah Megna (5), Carl Moller (5), Herbert Quarry (6), John Ehrenfeld Jr. (3), Thomas Hine (35), David Nutt (60), Stanley Richter (12), Julia Roscigno (30), Howard Scholbohm (2), Frank Steininger (6), James Stolz (18), George Styles (6), Stuart Taylor (88), William Voehl (30), John Waters (18), Edwin Welch (25), George Conroy Sr. (20), Joseph Pusateri (72), John Peters (24), Herman Heinlein (4), Gregory Sherwin (3), Paul Grinoch (35), Clifford Burglund Sr. (2), Arthur Higdon (12), William Cervenka (6), Salvatore Grillo (6), Robert Larson (6), John Maher (6), Robert Otto (6), Hector Peraza (6), Herman Scherdel (40), Millard Sturm (6), Robert Gilbert (30), Everett Janes (44), Walter Matuza (3), Bernard Sloan (1), Helen Aragonesi (15), John P. Becker (36), John Campbell (2), Louis DiFrancesco (36), Edward Grabowski (77), George Hall (35), Glenn Hansford (88), Frederick Kunkel (3), John Pechiro (40), Rosaria Bentivegna (43), William Brown (44), Jessie Elliott (2), Richard Glass (2), Charles Gorycki (3), Rubin Kaylin (1), Catherine Knoll (30), Frank Montalto (2), Joseph Quinn (21), Joseph Scelza (30), Albert Termin (40), John Lee (6), Christopher Maragakes (30), Arthur Mathias (30), Edgar Phillips (6), George Pieper (25), Theodore Placek Jr. (6), Charles Vernon (2), Robert Uzar (35), Seymour Glick (25, Robert Halloran (30), August Ripp (2), Helen Shachmut (2), John Ward (3), Kurt Weidig (25), William Randel (87), Frederick Dresch (88), Patrick Murphy (60), Marie Greeley (30), John Walters (12), Edwin Von Essen Jr. (88), Emil Ziomek (77), Charles Gemuendt Jr. (17), Mary Kunkel (15), Stanley Bobeck (95), Albin Borysewicz (35), Richard Cyphers Jr. (2), William Autry (80), Edward Dugan (6), Jack Krupnick (28), Raymond Polniak (66), Donald Terrana (GAA), Donald Price (88), Herman Bement (5), George Thompson (25), John Rowley (94), John Maroulis (6).

More personals

My family and I wish to thank our friends, co-workers, and Employee Services for their sympathy during the recent loss of my brother. **Al Ryan**

On behalf of my family and myself, I wish to thank all my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. **Pat Pagliarulo**

On behalf of my family and myself, I wish to express my gratitude to all my friends, co-workers, and Employee Services for their kindness and sympathy during the recent loss of my mother. **Carol Sidorski**

On behalf of my family and myself, I would like to thank my friends, co-workers, and Employee Services for their kindness and sympathy during the recent loss of my father. **Kathy Rivers**

I wish to thank all my friends and co-workers for their deep concern, their helpfulness and sympathy during the recent illness and loss of my mother. **Kaye Rash**

On behalf of my family and myself, I wish to thank all my co-workers, friends and Employee Services for their many kindnesses during the recent loss of my wife. **Art Gardner**

On behalf of my family and myself, I wish to extend my gratitude to my many friends, co-workers, and Employee Services for their kindness and sympathy during our recent loss. **Burt Smith**

people

Nine years ago, the men and women of Supply Operations decided to donate their time and energy to making the holidays extra special for the little folks at St. Christopher's Home in Sea Cliff.

It all began when Dick Erdody got out his Santa Claus outfit and began to collect toys and other contributions for the orphans. He soon discovered that everyone enjoys sharing. Contributions increased annually, so Dick enlisted the aid of his co-workers. Now, nine years later, Santa and his helpers are still doing their thing.

From October to December, cash donations are collected. The children at St. Christopher's Home write letters to Santa, and Dick and his helpers purchase these items. In addition, many people in Supply Operations give toys and clothes to fill Santa's sleigh.

Shirley Pashier from Plant 40 coordinates the program assisted by Walter Kapps. When Santa visited the little people this past Christmas, three Grumman clowns -- Bob Barth, Charlie Flower and Jim Smith -- entertained the children with magic tricks and funny balloons.

Once again, December 22 turned out to be an enjoyable day for all...the little people were granted their holiday wishes, and the Grummanites continued to prove that giving is better than receiving.

Professionally speaking

In December, Renso Caporali, director of Advanced Systems Technology for Grumman Aerospace, graduated from Harvard Business School's Advanced Management Program (AMP). His AMP class, Harvard's 79th, was composed of 162 high-level executives from business firms and public organizations. They came from the United States and 18 other countries.

The Advanced Management Program was established at Harvard in 1943, and is the oldest, longest, and largest program for senior corporate officials.

Funny face. *Laura Vasquez (C) with two unidentified friends gets ready for her circus debut.*

Send in the clown

Ever think about running away and joining a circus? Laura Vasquez of Plant 5 recently had that daydream come true for a few hours when she became a Ringling Brothers and Barnum and Bailey circus clown at Nassau Coliseum.

Laura entered a contest sponsored by WBLI radio, which invited its listeners to mail in their favorite "circus fantasy."

"I've always thought it would be fun to be a clown," says Laura. "When I was little and went to the circus, I always thought the clowns were the best part of all." Laura and four other winners got to act out their favorite circus roles in front of the Coliseum's Saturday night audience.

Wearing a red fright wig, greasepaint, and layers of mismatched clothes, Laura tumbled into the center ring with about 40 other clowns. "They gave me a set of maracas to play, and told me to just get out there and act crazy. I've never had any trouble doing that! It was a lot of fun."

Holiday tradition. *Santa and his helpers are (L to R) Edith Murway, Edna Linitz, Walter Kapps, Dick Erdody, Shirley Paschier, Charlie Flower and Roland Olsewski, Supply Operations director. (Photo by Marie Trimborn)*

Break into job market

Breaking into a new field can be tough. Employers won't hire you if you don't have any experience, and you don't have any experience because you can't get a job.

In order to bridge this gap, the Grumman Aerospace Training Center began three years ago to offer a 620-hour course in electronic technology which prepares its students for entry-level jobs in electronics.

The center is a private vocational school, licensed by the New York State Department of Education, and approved by the Department's division of Training for Veterans. The course is offered in both day and evening sessions, and tuition is approximately $2,400.

A placement service is part of the package. "We're averaging about 90 percent placement," says McIntosh Smith, the marketing specialist for the Training Center. "We've placed our students in jobs all over the country," says Smith,"in companies such as Xerox, Dorne and Margolin, Hazeltine, and Harman-Kardon."

Students range in age from 17 to 65. They learn the basics of electronics, from direct current theory to computers, and receive a certificate upon successful completion of the course. For further information, contact McIntosh Smith on Ext. 3823 or 5216. Both numbers can be dailed from outside Grumman.

calendar

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15 conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: every Mon., 4-5 p.m., Headquarters Bldg.; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

China-Burma-India Association: Fri., Jan. 26, 5 p.m., Pl. 28; membership meeting. W. Pytlowany, Ext. 2441.

Dance Club: every Wed., 5-8 p.m., Pl. 30 cafe, Jan. 31 Merengue/Feb. 7 Fox Trot; friends and relatives welcome. E. Murway, Ext. 8128/M. Brown, Ext. 3262.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Campbell, Ext. 4023/W. Lipman, Ext. (115)6145.

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instruction and competition; GAC employees and dependents welcome. P. Chaidaris, Ext. 4331.

Flying Club: Fri., Feb. 9, 5 p.m., Pl. 28 auditorium; regular monthly membership meeting; guests welcome. R. Reisch, Ext. 5967.

Folk-Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime; receiving area, Pl. 6; all welcome. E. Urciuoli, Ext. (117)6688.

Karate Club: every Tues. and Thurs., 5:30-7 p.m., Pl. 35 cafe; black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4764.

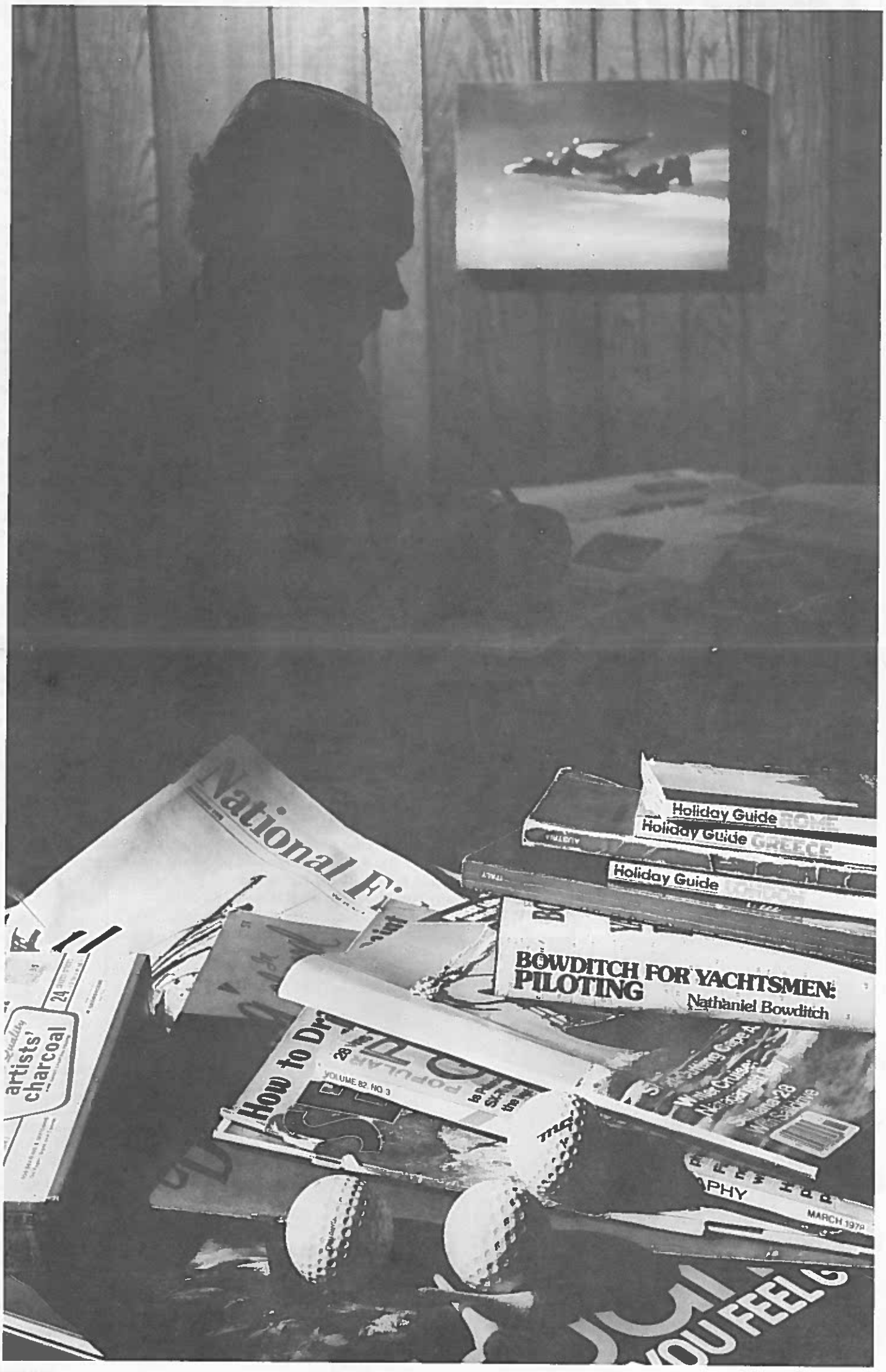
Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; guests welcome. R. Muntz, Ext. (115)6044.

Retiree Club: Wed., Jan. 31, 1:30 p.m., Holiday Manor. E. Drasser, Ext. 2133/2269.

Ski Club: Wed., Jan. 31, 8:30 p.m., Hillside Restaurant, Plainview; guests welcome. A. Garmendia, Ext. 7819/8910.

Toastmasters Club: Wed., Feb. 7, 5-7 p.m., Pl. 25 conference room C; regular meeting. P. Donagher, Ext. 6620.

Retirement at 70 spurs many questions



On April 6, 1978, President Jimmy Carter signed into law the bill raising the mandatory retirement age of most employees in private industry to 70 and eliminating it entirely for federal workers.

There was little opposition to the bill's passage with the House of Representative's voting for approval, 391-6, and the Senate, 62-10. The legislation, which amends the 1967 Age Discrimination Act, covers approximately 70 percent of the private labor force. (Companies with fewer than 20 employees on the payroll are exempt.) The new age-70 provision became effective on January 1, 1979.

This new federal law raises many questions. Will the trend towards early retirement slow down? To what extent will people holding on-to their jobs until age 70 have on the upward mobility of younger workers?

Recent life-style changes, such as the increasing tendency of women to work, will certainly have effects. Will the net result be to neutralize inflation's impact on the family budget, or will the effects be more far-reaching? Will the added income make earlier retirement attractive for both husband and wife, or will it tend to prolong the work life to provide for more comfortable retirement years?

How will the outcomes of recent reform proposals for the Social Security system affect the retirement trend. . . private pension funds? Will retirement age under the public system also be raised?

We've asked four Grummanites for their initial reaction to the new mandatory retirement age. Their opinions are found on the opposite page. We welcome yours. If you have an opinion you'd like to share with fellow Grummanites, feel free to write a "Letter to the editor." We will publish those that have the most universal appeal to our audience.

(This is the first of a continuing series of articles on retirement that will appear in PLANE NEWS.)

It's fantastic. It's a chance to do what I like best. Even though I have many outside interests, such as gardening, travel, stamp collecting, golf, etc., work is a whole lot more challenging and rewarding to me. I think you'll see a trend in both directions. Some people, like myself, are going to continue working until the age of 70, while others who don't get job satisfaction or have interests outside that are more rewarding, are going to be retiring early. It's a nice option to have.

As for younger people in the company moving up the corporate ladder, it's too early to tell what impact the new mandatory retirement age will have. Of my 34 years in the company, I've been in a managerial position for 28. And, in each department, the scope of the job broadened. It opened up more opportunities for people to move into newly created managerial positions. It's a manager's job to encourage people in his department to use their potential. But, people must create their own opportunities. Younger people, if they're working for this type manager, will have those chances to learn and then move on to jobs that carry more responsibilities.

'It's a chance to do what I like best'

Ed Siebert

'I'm totally against mandatory retirement'

Steve Hildebrant

I'm totally against mandatory retirement at any age. The age a person should retire should be a joint agreement between the employee and the employer. How can you say that a person isn't competent at his job, when he's 65 or 70, when some people perform their job inadequately at the age of 40. Of course, it will rely heavily on the annual personnel appraisel. It must be filled out truthfully. Just because a fellow worked hard in your department for 10 years... or 25 years, and the last few years, he's not been contributing his full efforts, a supervisor shouldn't continue to report that the fellow is performing at the "excellent" level. The company loses and so does the worker. It's the responsibilities of managers to weed out those who are competent in their jobs and those who are not... and that goes for the supervor's manager... and his... etc. -- no matterwhat age the worker is. As I see it, where companies have extended the mandatory retirement age past 65, most people chose to retire early. People should have an opportunity to choose when to retire. I see this latest federal law mandatory retirement at age 70 as the first step towards the abolishment of a mandatory retirement age.

Personally, I'm glad they changed the retirement age to 70. I know too many people who retired and found it very difficult to get used to relaxing and really missed working. As for myself, I'd enjoy eight more years of work. But, I think the mandatory age for retirement should be 70. That many years in the workforce is just right. The taxes in New York State alone will force many people in their sixties to consider working until the age of 70. I know many people who have had to take part-time jobs to get a little extra income. I'd prefer to work full-time at a position that I know that I can contribute.

As for young people coming up in the company, I think that they can learn from the more experienced people. The hard workers will rise to the top. Right now, my wife and I are changing our style of living... our children are grown and married... and we're beginning to find outside interests. We've started to do a little travelling, things like ocean cruises, that we didn't have the time or income to do when we were raising a family. When I reach 70, I think I'll be ready to retire... but that's eight years away.

'The age for retirement should be 70'

Ken Bedell

'Inflation will cause many people to reconsider'

Myrtice Holland

I think the new federal law that changes mandatory retirement from 65 to 70 is a good law. Though I personally would like to see my mother retire this year because I'd like her to relax and have a good retirement, she was happy to hear that she could continue working a few more years at her hospital.

A lot of people are like my mother...either they enjoy working or must work for a few more years to afford to retire with little savings. I think inflation will cause many people to reconsider what age they will be able to retire. And, having the extra five years of work will assist many in planning their retirement.

The recent trend toward early retirement will probably slow down. I believe the biggest effect on when people elect to retire will be inflation and Social Security. It's too early to tell what impact it will have on the company.

Guardian - AI -25/AI -2W

February 79

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3 1938: G23 Goblin first flight
4 1942: Grumman Athletic Assoc. (GAA) organized. First tickets go on sale. 1946: G72 Kitten II first flight	5	6	7	8	9	10
11 1950: AF-2W first delivery	12 1939: XF4F-3 first flight	13	14	15 1934: SF-1 first delivery	16	17
18 1941: XP-50 first flight 1961: OV-1C first delivery	19	20 1948: F8F-2P first flight	21 1941: G44 first production delivery 1950: AF-2S first production delivery	22	23	24 1940: F4F-3 first flight
25	26 1948: F8F-2P first delivery	27 1946: F8F-1B first delivery	28 1949: F9F-2 first delivery			

what do you think?

Most Americans believe that inflation is the number one problem facing the country, according to several surveys. Obviously inflation has an effect on every single American. PLANE NEWS recently visited Plant 25 and asked Grummanites there what they have been doing to fight inflation to minimize its impact on their families, and what changes they have made in their lives because of the rapidly rising cost of living. What do you think? (Photos by Rich Breunig)

Art Sholinsky

I just returned from a trip to Israel and experienced what inflation is really like. They had a 100% inflation rate last month and people there seem to handle it well. So for us to handle a 10% inflation rate is not very difficult. What I do seems to be what the Israelis do -- I spend whatever I earn. I put money into as many things as possible that will not be affected by inflation -- boats, cars, fixing the house. It's generally living for today and devoting less for tomorrow, hoping that Grumman's investment plan and pension plan will still be there. My theory of dealing with inflation is to borrow as much as I can, within the amount I can realistically pay back, realizing that whatever I borrow today, the banks will be getting less back when I repay it.

Dot Barber

We've been cutting down on using the car, on gasoline, because of the money involved. And with meat going up, I've told my husband that we're going to eat an awful lot of chicken. I don't know what else to do to fight inflation except to conserve within my own family. It's mostly a problem with the meat but sometimes it's the lettuce and vegetables. We've been doing without them when they are high. The same with fruit. We'll make do without it. We refuse to pay those high prices for movies so we watch TV or have friends in for coffee and cake.

Gene Pinelli

You don't get as much as you did before at the supermarkets. You have to try and look for the bargains and the sales, cut out coupons from the paper, do whatever you can to try to keep the prices down. You can eat the same kind of food you ate before if you get it on sale, but we are using more leftovers. I keep the temperature at home at 68° or 69° when I kept it at 72° years ago. I have a humidifier to take care of the difference. It does help. With a humidifier you can keep a lower temperature and still be comfortable. And if it's cool, you put on a sweater. I didn't think of putting on a sweater before but now I do.

Pamela Craig

I've moved home with my parents. That's the most dramatic thing I've done. And I've bought a used car that I drive at 50 miles an hour. I don't buy as many clothes as I used to and I buy wholesale for most things. I wait for sales. If it's not wholesale or on sale, I don't buy it.

Joseph Davis

I've had to cut down on my luxuries. I like clothes and I used to buy a shirt or a suit every two weeks; now I've cut down to once a month. I sued to go out to dinner once a week and now It's every two weeks. Movies and travel have diminished. I used to travel every weekend but now it's hard for me to get away because I just can't afford it.

Ralph Liccione

We've taken steps to counteract inflation -- my wife went to work. The rising cost of living, coupled with our kids reaching college age, meant it would have been impossible for them to go to school if my wife hadn't gone out and gotten a part-time job. My wife has been working for about six years, since the time our first girl went to college. Now she has a full-time job. I'd say one out of two wives in my age category -- with children of high school age or older -- have gone out to work.

Lewis Brande

We use to eat steaks but now we've cut back to chicken and turkey and we are using vegetables more and more, 10 to 15 pounds a week. Due to the crop destruction in the west we may have to go to another source, probably the frozen vegetables. we also used to go out once or twice a week but now we are lucky to go twice a month. The cost of movies is expensive. And you used to get a big thing of popcorn for a quarter. Now a bucket is $1.50 so I make my own popcorn.

Edith Sundman

The main thing I am doing is buying less. I'm still getting good things but I'll buy smaller pieces of meat, or make fewer trips in my car. I try to buy good things, a classic, to get more than a couple of years wear out of it. I buy fewer things but I buy quality. My vacations have been spent at home, improving my home; working on my garden, and doing a lot of my own maintenance work. I've even learned to pump my own gas. My dad said I was putting someone out of a job but I told him he'd be surprised who is pumping their own gas these days, even people in Cadillacs.

CB gasoline explosions

The Federal Communications Commission (FCC) has warned citizens' band (CB) radio operators that improper placement of transmitters in their cars may result in gasoline explosions. Especially hazardous are transmitters installed in the trunk or with bumper-mounted whip antennas because of their proximity to the vehicle's gas tank and filler pipe. The agency also warned that CB operators should not transmit while their cars are being filled with gas because sparks from the radio equipment could ignite gasoline fumes. Explosions and flash fires are rare, the FCC said, but definitely possible when loose antennas or power connections create sparks which may ignite highly flammable gasoline fumes.

Unveil Sunstream sale

If you're in the market for a Grumman Sunstream solar domestic water heating system, now is the time to act. Grumman employees and retirees can purchase a Model 60AS or 60AST aluminum system and receive a 42-49 percent discount on the suggested list price, plus a 30 percent tax credit from the Federal government on the price of equipment and cost of installation.

The large discount is possible because of the rising cost of aluminum. The price advantage which originally caused Grumman Energy Systems Inc. (GESI) to offer the aluminum units two years ago has disappeared -- aluminum prices, in some instances, are higher than copper. Therefore, GESI is discontinuing production of the 60AS and 60AST aluminum systems, but providing sufficient warranty parts to be stocked for all aluminum systems and collectors.

The new Federal Energy Bill gives a 30 percent credit on the first $2,000, and a 20 percent credit on the next $8,000 (excluding local taxes) on solar equipment and its installation. This tax credit is good through 1985. To apply, obtain Internal Revenue Service Form No. 5696 from your local IRS center. The form comes with a booklet explaining all the energy bill tax credits.

The price break on the aluminum products is separate from the usual employee/retiree discount program, in that you are buying directly from GESI. Since there is no additional 10 percent discount, your discount card is not required. However, you may still purchase copper systems from your Grumman Sunstream dealers using your discount card.

Sales packages at ESO

Sales packages, consisting of order forms, Model 60AS and 60AST flyers, and IRS tax credit forms will be available in all Employee Services offices on Monday, January 29, or by calling (516) 737-3748. The sales packages will be mailed to all Grumman retirees.

W. Lederman | W.B. Atchison, Jr. | P.P. Pette | E. Ramshaw | R.K. O'Donnell | E. Steiger III | A.F. Fischer | G.P. Gayes | C.E. Rak

service milestones

40

Domenico Tassone, Upholstery (36)

35

Warren C. Shepherd, Prod. Cntl-Parts Cntl. (1)
Gerald J. Hehir, Static Test (5)

30

John N. Leone, Trans-Ops. (20)
Raymond D. Sentz, Rqmnts. Plnng. (30)
Richard T. Farrell, Mach. Parts/Matl. (30)

Andrew R. Baldo, Mfg. Tech. Prod. Serv. (1)
John R. Haney, Invent. Cntrl. (2)
Anthony A. Mule, Prod-Cntrl-Parts (2)
Alfred Q. Kuntz, Tool Cntrl. (2)
William C. Wilke, Tool Fab. Mgt. (2)
Richard P. Feyk, Adv. A/C Syst. (5)
John E. Jansch, Matl. Hand/Storage (6)
Robert A. Okvist, Maint. (7)
Arthur J. Falbush Jr., Metal & Weld. Eng. (12)

25

Werner Lederman, Mach. Shop (2)
William B. Atchison Jr., Spec. Tool Des. (2)
Paul P. Pette, Spot Weld. (3)
Edward Ramshaw, Plt. Protect. (6)
Raymond K. O'Donnell, A/C Prog. (7)
Ernest Steiger III, QC Qual. Eng. (10)
Albert F. Fischer, Config. Data Mgt. (25)
George P. Gayes, Prop & Spec. Prog. (25)
Charles E. Rak, Ops. Qual. Mgt. Syst. (35)
Robert H. Grosser, Maint. (14)
Edward Mulcahy Jr., Struct. Anal. (25)
Eugene J. Prime, Suppl. Admin. (30)
Russell A. Blair Jr., Final Assy. (36)
Royce A. Schaub, Mfg. Tech. Prod. Serv. (36)
Fred Schaeffler, Prod. Serv. (43)
James W. Byrne, Maint. (111)

20

Harry Friedman, ILS Verif. & Suppt. (1)
Anthony J. Bagliore, ILS Verif. & Suppt. (1)
Floyd J. Johnson Jr., Stockrms. (2)
Arthur L. Deissler, Mfg. Tech. Mgt. (2)
Robert P. Darling, Equip. Tech. & Fast. Syst. (2)
Vincent E. Van Coutren, Maint. (2)
Henry J. Hinrichs, Food Serv. (2)
Jack La Cara, Insp-Tool. (2)
Andrew J. Bosmans, N#C Mach. (3)
Brent Sarinick, Mach. Oper-Tech. Serv. (3)
Salvatore Baglieri, Maint. (3)
Robert J. Scott, Prod. Release & Anal. (4)
Theodore L. Faller, Flt. Trans. (4)
James P. Bond, Final Assy. Struct. (5)
John E. Elflein, Adv. Proc. Mgt. (5)
James Livreri, Present. Serv. (5)
Friderick E. Annette, Present. Serv. (5)
Bernard J. Parke, Present. Serv. (5)
Herman Fritzen, Food Serv. (5)
William E. Sweeney, Struct. Anal. (5)
Frederick R. Mazzitelli, Ops. Anal. (5)
Thomas F. Molloy, Finan. Ops. (5)
Zigfrid R. Grins, Est. Syst. Devel. (5)
John C. Stark, Cust. Rqmnts. (5)
Rolf J. Larson, Bus. Ops. (5)
Ernest A. Derryberry, Inst. Plnng. & Cntrl. (6)
David O. Averette, Suppt. (6)
George A. Jamros, Sftwre. Devel. (7)
Arthur J. Pugliese, Flt. Perf. Prop. (7)
Robert J. Wheeler, Elect. Fab. (7)
John E. Mc Namara, Avion. Devel. (7)
Stanley Nilsen, Navig. Cntrl. Equip. Pro. Suppt. (7)
Wesley A. Haines Jr., Temp. (11)
Roman Zurawel, Maint. (12)
John A. Winn, Metal & Weld. Eng. (12)
Hans J. Eftang, Meas. Stnd. Lab. & Log. Ops. (12)
Domenico Stanzione, Maint. (14)
Laurette Williams, Maint. (14)
Robert L. Kennedy, Mech/Fluid Syst. Test (14) (14)
Arthur R. Deller, ILS Tech. Writing (15)
Edward J. Stevens, Plt. Protect. (18)
Steve Olish, Trans-Ops. (20)
Berkeley A. Wiggin, Trans-Equip. Maint. (20)
Cornelius F. Copland, Cent. Receiv (24)
Herman G. Young, Matl. & Proc. Mgt. (25)
David E. Mohlenbrok, Antennas & Radomes (25)
Alfred Kuhn, Des. Eng. Proj. Eng. (25)
Madelaine R. Deyns, Secret. Serv. (25)
Barbara A. Trapani, Prog. Mgt. Space (25)
Gloria Lindergren, Benefits (28)
Lewis J. Scheuer, Prog. Proc-Mgt. (30)
Robert E. Hoehn, Invent. Plnng. & Anal. (30)
Theodore B. Hanson, Suppl. Plnng. & Cntrl. (30)
Leon Maggio, Environ. Cntrl. (30)
Hubert R. Grinsell, ILS Admin. (35)
Frederic J. Trinkle, ILS Elect. Eng. (35)
Joseph Childs, Performance (35)
Thomas Economon, Elect. & Elect. Des. (35)
Robert W. Rogal, Elect. Mech. Des. (35)
Henry G. Moyer Jr., Syst. Sciences (35)
William H. Dempsey Jr., Ops. (35)
Frank Bartlett, Mach. Eng. (35)
Josephine Monza, Ops. Qual. Mgt. Syst. (35)
Edmund A. Borgo Jr., ILS Mech. Eng. Des. (36)
James P. Kennedy, TS Cust. Train. Instruct. (39)
George A. Kovanko, Des. Eng. Proj. Eng. (40)
Joseph Cirnigliaro, Plt. Protect. (40)
Lillian M. Rese, EP Circ. & Mod. Fab. (43)
Paul N. Turtzo, Field Maint. Sqd. (60)
Richard L. Hunecke, Avion. (77)
David Yuhas, Mission Ops. (84)
Herbert R. Carlson, Eng. (88)
Donald J. King, Navy Prog. (90)
Ronald F. Davies, Log. Serv. (95)

15

Eugene R. Marquardt, ILS Resource Cntrl. (1)
Edward M. Samson, ILS Elect. Eng. (1)
Robert T. Ufer, Tech. Rqmnt. (1)
Reno J. Menichelli, Mfg. Admin/Proc. (2)
Henry Kochany, Prod. Super. (2)
John D. Del Guadio, Prod. Release & Anal. (2)
Frank De Maio, ILS Verif. & Suppt. (2)
Otis Williams, Trans-Ops. (2)
Daniel K. Broderick, Trans-Ops. (2)
Leon D. Dixon, Repro. Serv. (2)
Jerome J. Antonucci, Employee Serv. (2)
Thomas F. Iovine, Convent. Mach. (3)
Mildred Gutch, Mach. Oper-Parts Cntrl. (3)
Wilfred T. Oakley, Vehicle Liaison Eng. (3)
William J. Zura, Flt. Avion. (4)
Emil R. Vandenbosch, Prog. Mgt. (4)
Walter P. Roell, Instr. Test (5)
Thomas D. Pace, ILS Elect. Engg. Mgt. (5)
Patricia E. Andriani, Finan. Op/Secret. (5)
Marilyn A. Carvino, Finan. Op/Secret. (5)
Gerald L. Hollowell, Cust. Rqmnt. (5)
James C. Eckert, Bus. Anal. (5)
J.T. Kelly, Corp. Syst. (5)
Daniel J. Kenny, Struct. (6)
Antonio J. Ceraso, Prod. Release & Anal. (6)
Richard J. Cope, Assy. Meth. & Plnng. (6)
Florence H. Crouch, Matl. Log. Mgt. & Staff (6)
Robert C. Scholl, FTI Syst. (7)
Gerald B. Navratil, Airport Ops. (7)
Daniel Bauer, Metal & Weld. Eng. (12)
Charles F. Johnson, Adv. Matl. & Proc. Devel. (12)
Nancy Karniewicz, Dist. Serv. (15)
William C. May, Plt. Protect. (18)
Richard S. Traube, Trans-Ops. (20)
Robert Damarodas, PPO-E-2, (25)

the way it was

Just one month after the Japanese attacked Pearl Harbor and Grumman began to tool up for a full scale war effort, PLANE NEWS was born. In its first issue on January 7, 1942, the editors announced, "We want to carry reports of as many persons and incidents as we possibly can. We want the NEWS to reflect, accurately and surely, life as it is lived at Grumman."

Volume I, Number I of PLANE NEWS was chock full of sprightly news about the "persons and incidents" at Grumman. "Frank Fisher slipped a large piece of ice on the important finger of Dorothy Henderickson on New Year's Eve," said one item. "Rober Stephenson became the proud papa of a baby boy on December 31. Happy New Year to the little tyke," ran another.

Other news of Grummanites included a mystery note: "Who was that strawberry blonde Buddy Witzig was pulling a Charles Boyer on New Year's Eve?... and right on Times Square too!..." And another teaser ran, "When you're in the Navy Stockroom, ask Peanuts Barbato to tell you about his eye-opening experience on the way home from work New Year's Day."

There were also more serious notes found on the pages of that first issue, however. A small item on the front page announced that Thomas Parrini was leaving to join the Marines and on page three was a note under the heading of "Shop Topics" that told of Attilio Guilio who was going into the Army.

But the most serious sign of the changes at Grumman brought by the declaration of war was an article by Lieutenant L. Haase, Inspector of Naval Aircraft, U.S.N. "Give Them The Tools And They'll Win The War" was his message. "Won't you make a sacrifice of your ease of living; won't you work harder and longer and faster under the same compulsion -- that our children may live in a free world at peace." It was a somber beginning for the first issue of PLANE NEWS.

Danner prepares for trip to North Korea

The diplomatic road leading to the normalization of American relations with the People's Republic of China was a long one, and the first step on that road was taken by the United States Table Tennis Team back in 1971. Now the U.S. team is planning a visit to North Korea in April, and the world waits to see if this will become another example of "ping pong diplomacy."

Traveling with the U.S. team to the World Table Tennis Championships in Pyongyang, Democratic People's Republic of Korea (North Korea), will be Grumman's Fred Danner, a senior engineer in the Digital Engineering Support Section, working in the Automatic Test Equipment Systems Group. "We are the first Americans to be granted visas since 1953," he says, "and we hope that we may be opening the gate in Korea, as we did in China."

Danner, a vice president of the United States Table Tennis Association, will be attending the championships as a delegate to the Council of the International Table Tennis Federation, the sport's governing body. Accompanying Danner will be his son Carl, a junior at Stanford University, who will be covering the matches for the U.S.T.T.A. magazine. Diane Linnell of the Grumman Data Systems programming department, the current Grumman women's table tennis champion, will also be making the trip -- as a spectator.

After the championships Danner and the rest of the American team will be flying to Peking, where they will spend a week playing "friendship matches." This will be the first time an American table tennis team has visited China since the historic 1971 trip. In 1972 a Chinese table tennis team toured the United States and played matches in the Nassau Coliseum.

Danner, who came to Grumman 19 years ago, also has a long association with the sport of table tennis. Besides winning the Grumman singles championship in 1962, he was the Notre Dames singles champion while a student, and has won two national championships -- the Parent/Child Doubles (with son Carl) in the 1975 U.S. Open, and the Senior A Singles title in the 1976 U.S. Open.

"It's a tremendous satisfaction to take part in the championships in Pyongyang," says Mr. Danner. "We hope it will turn out to be one of those significant events that will lead to better things for the whole world."

Adopt a horse?

Uncle Sam is promoting an unusual adoption program.

Troubled by increasing numbers of wild burros and horses, the National Park Service and the Bureau of Land Management launched an ongoing, nationwide Adopt-a-Horse program in 1976.

There are occasionally logistical problems in getting some of the animals to their prospective new guardians. The National Park Service, in one exercise, hired some cow hands to round up a few animals in the lower depths of the Grand Canyon, and then had a helicopter lift them out; there is no other means of transportation from the area.

For those interested in adopting one of the more than 70,000 animals roaming the west, the cost is free, but there is a small fee of $10 to $20 for a health certificate for the animal, and transportation from capture site to new home is handled by the recipient.

You can adopt more than one animal, in fact as many as you can take care of. You must be a citizen of the United States and you must be of age.

For further information and application forms may be obtained by writing to: Adopt a Wild Horse (330), Bureau of Land Management, U.S. Department of Interior, Washington D.C. 20240.

Scouts honor. *Richard Horn of Plant 5 was recently honored by the Nassau County Council of the Boy Scouts of America for "... noteworthy service of exceptional character to youth." Richard, shown here with his wife Kathleen, was tapped for the award at the Council's 62nd annual recognition dinner-dance.*

Hockey team ties NYC firefighters, 2-2

The Grumman Hockey Club recently took on the New York City Firefighters in an exhibition game at the Bethpage Community Ice Rink. Both defenses were being well tested; the first period ended without a score.

Then Grumman scored early in the second period on a goal by Tony Keufner of Plant 3. Barry Gardner of GDS was credited with the assist. The Firefighters answered quickly with a goal, but Grumman's Paul Wiedenhaefer moved his team ahead by scoring a goal with an assist from Gardner.

The third period was uneventful until a last minute rally by the Firefighters, when they produced the trying goal. The final score: Grumman 2, Firefighters 2.

If you are interested in joing the Grumman Hockey Club, contact Art Gibson, Ext. 5783. (Photo by Ken Johnson)

Short Sheets. *Chatt Chapman's Short Sheets defeated Bob Schwender's Highballs to win the Great River Ops Open Volleyball league championship, 21-10, 6-21, 21-8, and 21-15. Members of the Short Sheets are (L to R) Paul Giambalvo, Bob Lopez, Bob Malfa, Bob Richter, Terrie Bonner, Geralene Valentine, Tony Scionti, Chet Senig, Ron Rega, and Chatt Chapman. (Photo by Jim Wagner)*

Two in a row. *The Plant 43 Groundhogs won their second straight Great River bocce championship by beating Plant 44's Aces in the finals, 12-8, 8-12, 12-10, and 12-11. The Groundhogs team consists of (L to R) kneeling - Joe Andria, Chatt Chapman; standing - Bob Albert, Bob Schwender, Rocky Famiglitti, and Tom Troccoli. (Photo by Jim Wagner)*

GAA offers trips

If your're planning your 1979 vacation, it might be worth your while to check up on the vacation packages being offered by the Grumman Athletic Association this year.

Greece - May 11 to 21. For $919 per person, Grummanites receive: round-trip airfare from JFK airport to Athens via Olympic Airlines, round-trip transfers from airport to hotels, six nights accommodations at the Titania Hotel (double occupancy); continental breakfast and full dinners daily; half day sight-seeing tour of Athens; three day cruise to Mykonos, Rhodes, Santorini and Heralion ($70 addition for outside cabin per person). Registration is on Tuesday, January 30, at 5:30 p.m. in the Plant 28 auditorium.

Alaska - August 28 to September 5. Included in this excursion to the 49th state are round trip airfare, railroad fares and a cruise. The trip costs $1,195 per person, based on double occupancy per room. Single occupancy per room is $1,230. Eight breakfasts and eight dinners are part of this package. Members of the tour will visit Anchorage, Prince William Sound, Columbia Glacier (cruise), Valdez, Richardson Highway, Alyeska Pipeline, Fairbanks, and McKinley National Park.

Sign up takes place Tuesday, February 20, at 5 p.m. in the Plant 28 auditorium. A deposit of $100 is required at this time.

Hawaii/San Francisco - August 22 to September 5. For $876 per person (based on double occupancy per room), Grummanites receive: round trip airfare between New York and Honolulu with a return from San Francisco, via United Airlines 747 and DC-10 featuring United's special royal Hawaiian service; regular meals and beverage service aloft; personal lei greetings upon arrival; express baggage handling at all Hawaiian airports and all hotels including porterage; all ground transfers and sightseeing excursions made on air conditioned buses with tour escort on each coach; seven nights accommodations in Honolulu Hyatt Regency, Waikiki; orientation meeting with continental breakfast; half day sightseeing tour of Waikiki; all inter-island flights; four nights accommodations in Maui International Hotel; Iao Valley/Lahaina tour of Maui; three nights in San Francisco Hilton; and half day sightseeing tour of San Francisco. Registration takes place on Tuesday, February 27, at 5:30 p.m. in the Plant 28 auditorium.

Apollo tix

The Grumman Athletic Association is offering discount tickets -- $5 seats for $3 -- to all the New York Arrows home games at the Nassau Coliseum. Led by Shep Messing, the first U.S. soccer player with a $100,000 contract, the Arrows belong to the new Major Indoor Soccer League. The Arrows home schedule is as follows: February 9, Cleveland; February 11, Pittsburgh; February 23, Houston; February 25, Cincinnati; March 4, Philadelphia; March 9, Pittsburgh; and March 11, Cleveland.

Top of the pits. *Winners of the Great River horseshoe tourney are Bob Albert and Bob Pizzo. (R). (Photo by Jim Wagner)*

GRUMMAN plane news

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BULK RATE
POSTAGE PAID
HICKSVILLE, N.Y. 11802
PERMIT NO. 1110

Vol. 38 No. 2, January 26, 1979. Bethpage, N.Y. 11714